

TELEPHONE NO. 200.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. & C. CODE, 4TH EDITION.

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ACHEE & CO

祥利廣
17a Queen's Road.

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,
LIMITED.

28 & 34, Queen's Road
(Opposite Hongkong Hotel and Post Office).

General -
Drapers -
and -
Outfitters

DRESSMAKING

A SPECIALITY.
All cutting executed by
an experienced
Dressmaker.

Parisienne and

English Millinery

Always in stock. Orders
receive European
Supervision.

Just received

Large stock of White and
Colored Muslin Curtains;
also, White and Ecru Lace
Curtains.

Frilled Muslins by the yard, White,
with Colored Frills, quite new designs,
very effective.

**NEW MILLINERY,
NEW MUSLINS,
NEW SUMMER
DRESS GOODS.**

Telephone No. 155.

TRADE MARK

D. C. L. GIN,

OLD TOM and

DRY.

The Finest London Gin on this
Market.
\$7 50 per dozen.

H. PRICE & CO.,

458 12, Queen's Road.

General Memoranda.

THURSDAY, May 15:—
Goods per *Belvedere* not cleared at 1
p.m. this date subject to rent.
Goods per *Glendora* not cleared this
date subject to rent.

FRIDAY, May 16:—
9 p.m.—Meeting of *Perseverance Lodge*.
Goods per *Merionethshire* undelivered
after this date subject to rent.

SATURDAY, May 17:—
2.30 p.m.—Auction of 11 household Furni-
ture, at the Residence of Mr E. A.
Hawken, No. 3, Century Crescent,
Kennedy Road.

WEDNESDAY, May 21:—
Noon.—Meeting of Shareholders of The
"Star" Ferry Co., Ltd., at the Com-
pany's Office.

SATURDAY, May 24:—
11 a.m.—Meeting of Shareholders of the
China Light and Power Co., Ltd., at
the Company's Office.

DIARRHOEA

[S] more to be dreaded than diphtheria.
It attacks all ages and is equally fatal
to young and old. The great mortality
resulting from diarrhoea is due to the lack
of proper treatment at the first stages of
the disease. Chamberlain's Colic, Cholera
and Diarrhoea Remedy is a reliable and
effective medicine, and given in time will
prevent serious consequences. The remedy
never fails and is pleasant to take. Every
household should have a bottle at hand.
Get it today. It may save a life. For sale
by all Dealers. WATKINS Ltd., General
Agents.

A. S. WATSON & CO.,
LIMITED.

Established A.D. 1841.

WINE & SPIRIT MERCHANTS

SHERRY.

B SUPERIOR PALE DRY.
Dinner Wine, Green Seal
Capsule. 12.50 80 90

**C MANZANILLA, PALE
NATURAL SHERRY.**
White Capsule. 12.50 1.00

**CC SUPERIOR OLD DRY
PALE NATURAL SHERRY.**
Red Seal
Capsule. 14.40 1.20

**D VERY SUPERIOR OLD
PALE DRY.** Choice Old
Wine, White Seal Capsule. 16.20 1.35

**E EXTRA SUPERIOR
OLD PALE DRY.** very
fine quality. (Old Red
Seal) Back Seal Capsule. 24.00 2.00

B, C, and CC are excellent Dinner
Wines, D and E are After-Dinner Wines of a
very fine vintage. ALL ARE SUPERIOR
XEROX WINES.

The following Wines, bottled in Europe,
have been specially selected and procured
from the celebrated firm of Messrs. Geo.
G. SANDERSON, Sons & Co., of London,
Oporto and Xeres:—

LIGHT DRY ... \$15.00 \$1.25
SOLERA ... 21.00 1.75
VERY PALE DRY ... 21.00 1.75
FULL GOLDEN ... 24.00 2.00
PALE DRY NOTTY ... 27.00 2.25
FINE OLD BROWN ... 36.00 3.00

MADEIRA.

GOOD ... \$15.00 \$1.25
FINE ... 24.00 2.00

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

BIRTH.
On May 10, at Mountain View, The
Pank, the Wife of W. MAIDMENT WADSON,
of a Daughter.

DEATHS.
On the 6th May, 1902, at No. 10, Kow-
ling Road, Shanghai, FRANK PENNINGTON,
younger son of Frank Pennington and Vi-
ctoria Kent Hall; aged two years and ten
months.

On the 7th May, at the General Hospital,
Shanghai, JOHN WATSON; aged 22 years
(a native of Gateshead-on-Tyne).

For the publication of this notice consigned
at 5.50

The China Mail.
HONGKONG, MONDAY, MAY 12, 1902.

The news that comes from the West
Indies gives details of a tragic occurrence
of almost unparalleled horror, and will
evoke the profoundest sympathy for the
suffering survivors and the French people.
The island of Martinique is twenty
miles north and thirty miles south-west
of the British islands of St. Lucia and
Dominica, respectively, while St.
Vincent lies south of St. Lucia. It is
not improbable therefore that in any
volcanic disturbance affecting
Martinique and St. Vincent, the
island of St. Lucia, lying between the
two, may also be involved. Martinique,
of which St. Pierre on the north-west
side is the principal town, is about 45
miles long by from 10 to 15 miles
broad, giving an area of about 350
square miles. It is a mountainous
island. It has six extinct volcanoes,
one with an immense crater, and is dis-
tinguished by volcanic origin. The climate
is hot, but not unhealthy, being temper-
ed by regular breezes. Hurricanes and
earthquakes are not infrequent, but in
the history of the island there has been
no volcanic eruption and no disaster at
all comparable to the one now reported.
When the island was discovered by the
Spaniards in 1493, it was peopled by
Caribs. In 1635, it was settled by the
French, who eventually extinguished the
aboriginal race. In 1794 and again in
1879, the island was taken by the
British, but was restored each time to
the French, the last occasion being in
1814. The estimated population of the
whole island is 150,000. Later
telegrams show that the loss of life is
greater than at first reported; and we
may mention in this connection that the
loss of life in the great earthquake at
Lisbon in 1755 amounted to 60,000.

In geological formation, Dominica
and St. Vincent are volcanic. Dominica
is 20 miles long and 12 miles broad;
St. Vincent, 18 miles long and 11
miles broad, the former containing
18,430 acres and the latter about
85,000 acres. So recently as 1812,
the Soufriere, a mountain at the north
end of St. Vincent, about 3000
feet high, burst out in eruption,
the surrounding country was covered
with scorific and ashes, and a
deeper crater was then formed, close to
one of still larger dimensions, the result
of an eruption at a period more remote.
Most writers on the West Indies have
described the eruption of the Soufriere,
but as the present disasters lend a fresh
interest to these details we recapitulate
them here. The preliminary symptoms
of an eruption commenced on the 27th
of April, 1812. There were severe
vibrations of the earth, a tremulous
noise in the air, and a column of dense
smoke ascending from the Soufriere.
Sand, calced earth and fireballs were
projected into the air in such quantities
that the sun was darkened, the sea dis-
coloured, and the ground for miles round
was covered with a thick crust of fallen
ashes. For three days, these symptoms
increased. On the 30th April, the vol-
cano was in full activity. Flames ming-
led with the smoke, the vibrations of
earth and air became more intense, large
stones were thrown out of the crater,
and as night fell the mountain was sur-
mounted by a huge column of fire. Lava
poured down the north-west side, and in
four hours reached the sea. Another
stream of lava flowed eastward, the bush
was fired, and devastation became general.
The atmosphere seems to have been
charged with electricity, as lightning
played incessantly over the mountain,
while the continuous rolling of thunder
is described as deafening. Towards the
afternoon of the 1st May, the eruption
ceased, though the volcano continued to
burn for five weeks. It is mentioned as
a remarkable fact that Barbados, eighty
miles distant, was darkened for four
hours with dense clouds of dust and
fireballs projected from the Soufriere,
while, even at that distance, the explo-
sions of the mountain sounded like can-
noning. Comparatively few lives
were lost in that disaster, but the loss
of property was valued at £79,000, and
towards the relief of the sufferers the
Imperial Parliament voted £25,000.
From the foregoing, it will be seen how
similar are the conditions on this occa-
sion as reported by Reuters. We have
yet to learn the full extent of the present
disaster.

LOCAL AND GENERAL.

Notes by the Way.
Owing to pressure on our space to-day,
several contributions of items of news are un-
avoidably held over.

There were 245 European and 103
Chinese visitors to the City Hall Library,
and 4 European and 172 Chinese to the
Museum during the week ended 11th May.

The remains of the late Li Hung-Chang
have arrived Tientsin on route to Anhui.
On the 8th inst., all the officials and lead-
ing merchants will pay their last respects to
this wonderful personage.

The following Committee has been ap-
pointed by the British community at Kuba
as a Commemorative Celebration Committee:—
Messrs. J. Marshall, Hellyer, J. Hall,
Messrs. Whyte, H. Lucas, Rev. Mr.
Lias, Messrs. Archer, H. Lucas, Home
Clark, Abell, Messrs. W. H. Gill and Dr.
Thornicroft, Curtis, Abbott, and Dr. Miller.

Fighting in Mindanao.
Manila exchanges contain details of an
attack on a Moros fort in Mindanao. The
Moros' loss is estimated at over 1000 killed.
Four U.S. Infantry, and 8
men were killed, Captain Moore mortally
wounded and Surgeon-Major Porter, Lieut.
Jossman, and Lieut. Henry S. Wagner,
14th U.S. Infantry, severely wounded, and
upwards of 18 men wounded, most of them
severely. President Roosevelt wired his
thanks to General Davis, Colonel Baldwin
and the officers and men engaged.

The Insurrection in S.W. Chihli.
A dispatch from Peking states that the
Grand Council has been informed by
Viceroy Yuan Shih-ku that the insurgents
of Kuang-shan-shih, who number about 6,000
fairly armed men, and that they have
retreated into the hills in the vicinity of
the city, where for centuries they have been
the stronghold of generation after genera-
tion of bandits. The Chihli authorities
therefore anticipate some trouble in sup-
pressing these insurgents.

Fine Performance by British Submarine.
The performance of the No. 1 Sub-
marine during her trials at Barrow indicat-
ing rapid submergibility than anything
yet reported about either the American or
the French boats. The vessel was severely
tested, and the results indicated a very fine
performance. Seven persons, including
Admiralty and other officials, were sealed
up in the vessel and she was several times
run the length of Biscuit Bay. During
each trip she was rapidly and suddenly
submerged a great many times, the vessel
merely being kept in a straight course.
The submerging, which was merely a foot
or so below the surface, took only some six
or seven seconds, very little more time be-
ing required to bring her to the surface
again.

Dangerous Police Duty.
The *Strait Times* says:—Those un-
fortunate members of the local police force
whose duty calls them into Taughin com-
pounds of nights are especially anxious
that the European residents of that district
should not shoot at them on sight. In
some places the prowling protectors of the
peace are greeted with regular little
fusillades, and these are annoying as well
as dangerous. Another thing to be noted
by promiscuous revolver shooters is the
fact that if a house gets the reputation of
shooting off revolvers by night without due
cause, it will in time develop a reputation
like the boy that cried "Wolf" and if there
is any real gun work afoot, nobody will run
to its assistance. A high European official
was very nearly shot by one of these uneasy
defenders of the hearth and home a few
nights ago. He averted a right shot, but
it is not encouraging to the policeman
to know that he is being pelted by the
man that he is endeavouring to protect.

The Hamburg-America Line.
On March 27, the proposal of the Board
to raise the capital to \$10,000,000 was
accepted, the whole of the new shares to be
offered to present shareholders at 101 per
cent. The proposal of interest to the
Transatlantic trade is mentioned, and also
the fact that the statistics of the Company
are to be altered so that foreign influence
in the management is impossible. The
Company has published some statistics of
the passenger supplied at present of its
enormous fleet, from which it appears that
the total amounts to 8,344 persons. Of
the Chinese line, a special number of
Chinamen has been hired for labour within
the tropical regions where European sailors
are sometimes unable to do the work.
This body of Chinese in all number 3,4
handed, among them 30 first-class, 186 second-
class stokers, 76 trimmers, 16 cooks, 4 boys,
and 22 washmen. These Chinamen have
their own native boatmen, and are doing
very well on board. As the Hamburg-
America Line occupies almost as many
hands on shore in the offices, on the wharves,
&c., it is easy to be seen that the prosperity
of that company is of much moment to
Hamburg.

Why do the roses fade slowly? who in-
quired poetically. Well, replied the
bald-headed young man, "when you think
it over, it's all for the best. It's more
comfortable to have them fade slowly away
than to go off at a sudden, like a torpedo."

**DISASTROUS FIRE IN QUEEN'S
ROAD.**

The heavy list of disastrous fires that
have taken place this year was added to by
another conflagration which took place, in
the small hours of this morning, at No. 271,
Queen's Road West, and completely gutted
five houses and damaged other two houses.
The alarm was first raised from the Gov-
ernment Civil Hospital, and the Fire
Brigade quickly turned out under Mr.
Mackie. On arrival at the scene they found
that four of the houses were all gutted, and
the fifth a well-built, another house had been
partially gutted. Water was pumped from the
Harbour on the burning property, but the
flames had obtained too firm a hold to be
checked. The strenuous efforts of the fire-
men, however, were the means of saving
valuable property. The flames ignited on
the signboards, etc., on the other side of
the street and it looked for a time as if the
flames were to obtain the mastery. This
catastrophe was, however, averted by several
of the men going upstairs and having seen
the signboards, and others had movable
material with them. In the course of the
fire, two firemen, Constables Shepherd
and Taylor, sustained nasty injuries, and
both were sent to Hospital. While standing
on a ladder, some debris came down and
knocked both men to the ground. The
burned houses, Nos. 267, 269, 271, 273
and 275, consist of a kerseine and foreign
goods shop, a pawnshop, a porkshop, board-
ing and family houses, and insurance
offices are held by all with the exception
of a family house and a public house. The
fire originated in No. 271 (the kerseine
shop), but how is a mystery. The master
was not on the premises when it occurred.
It is reported that the damage exceeds
\$50,000. Policies are held on the
Union Assurance Society for \$18,000
and \$60,000, the Commercial Union for
\$15,000, the Meiji Company for \$20,000,
the China On Company for \$2,000, and other
companies (names) are involved.

LOCAL AND GENERAL.

Address to Sir T. Jackson.
An address will be presented to Sir
Thomas Jackson by the Chinese Com-
munity at St. Andrew's Room, City
Hall, to-morrow (Tuesday) at noon.

The Imprisoned U.S. Officers.
We learn from Manila exchanges that
the three officers of the U.S. cruiser
Chicago, who were imprisoned in Venice,
have been pardoned by the King of Italy
and released.

Theft by Englishmen.
To-day, Mr. Hazland inflicted punish-
ment of two months' incarceration on James
Bever, second cook, and Samuel Willett,
steward, both of the S.S. *Melbourne*, for
stealing the quarters at Hingham Docks,
of Mr. G. T. Wilson, billmaker, and
stealing a quantity of silver-plated articles
of a total value of over \$90.

Fatal Accident.
On Saturday night, two women were
sitting on a window sill on the first floor of
No. 5, Tung Man Lane when, while sky-
larking, one of them overbalanced and fell
on to the street below dragging her com-
panion with her. The first woman was
killed outright, but the second was fortun-
ate enough to escape with a shaking.

A Sharp Lesson.
A heavy sentence was imposed on a
young German clerk for creating
a disturbance and molesting the fire-
men this morning in the course of the
fire at No. 271, Queen's Road West. In-
spector Dymond put him on the charge sheet
as having behaved in a disorderly manner
while drunk, and his Worship inflicted a
penalty of \$50, with the alternative of two
months' imprisonment.

The Kowloon Water Supply.
It has been suggested to us that the
pumping machinery at the Kowloon Water
Works is in a broken down state. We do
not suppose, even if this is correct, that
this has anything to do with the fact that
several of the European houses in Kowloon
have been deprived of water since early in
December last while houses in the neigh-
bourhood have had a daily supply. It
seems to us that something might be done
to secure a more equitable distribution of
water in the Kowloon area. While the
scarcity prevailed, the withdrawal of the
supply was borne patiently, but now that
the rain has come and the Kowloon supply
is likely to be augmented something might
be done for the waterless European resi-
dents.

Boat Race.
The members of the Hongkong Boat
Club held a scratch race for four-arms on
Saturday afternoon. The crowd had been
large, and the race was a success.

Station No. 1.
H. A. Seto
A. J. N. Kyske
G. M. Smith
G. S. Palmer (st)
J. Hume (cox)
Station No. 2.
P. Huesch
W. Pye
W. G. Winterburn
H. W. Kande (st)
J. Herbst (cox)
Station No. 3.
A. E. Hume
P. G. Hume
G. S. Hume (st)
G. P. Hume (cox)
Station No. 4.
H. M. Hume
P. D. Hume
P. D. Hume (st)
P. D. Hume (cox)
The starter, Mr. A. G. Gale, Hon.
Secretary, had some difficulty in getting
the boats into line, as there was a high wind
and a choppy sea. The two outside boats
lost the advantage, and led to the finish,
but all the strokes kept their crews to their
work, and it is creditable to them that they
rowed to the finish. A good deal of water
was shipped and roofs, as Den Lenn
would say, and the conditions were in
favour of the heavy crew, which
was a well-known fact. The idea of
the Committee was to bring forward
fast, but alas! the crews always that
all stages were as numerous as gulls.

TELEGRAMS.

[QUEEN'S SERVICE.]

THE STEAMSHIP TRUST.

London, 9th May, 1902.
It is officially announced that the
syndicate formed by Mr. Pierpont Morgan,
and registered in the United States, has
purchased the steamship of the White
Star Line, the Dominion Line, the
American Line, the Layland Line,
and the Atlantic Transport Company.
The capital of the syndicate is one hundred
and twenty million dollars. In connection
with the Trust, all orders for new steamers
and repairs requiring to be executed in
Great Britain are to be placed solely with
the firm of Messrs. Harland and Wolff, 70
Ballant, who engage to build for the Trust
only, though it is stipulated that nothing
is to prevent the Trust from placing orders
in the United States.

**RECOVERY OF QUEEN
WILHELMINA.**

Queen Wilhelmina has recovered.

THE EDUCATION BILL.

The Education Bill has passed the second
reading in the House of Commons.

**TERIBLE VOLCANIC DIS-
ASTER.**

Martinique Island, West Indies, has
been visited by a terrible volcanic eruption,
in which the town of St. Pierre has been
entirely destroyed. The commander of the
French cruiser *Saguet* reports that immense
masses of fire fell on the town and harbour
on the morning of the 8th instant, burning
everything. The entire population of
20,000 persons, with the exception of
thirty, has been destroyed; also, all the
shipping in port.

Volcanoes are also active in the Islands
of Dominica and St. Vincent in the West
Indies.

**EARTHQUAKES IN THE
SOUTH OF EUROPE.**

Earthquakes have occurred in Spain and
the South of France.

[MERCURY SERVICE.]

**ORIENTAL STEAMSHIP COM-
BINE.**

London, May 5.
According to reports from New York the
Shipping Combination has Oriental busi-
ness intentions.

TROUBLE IN PORTUGAL

London, May 6.
The Central News telegrams from Lisbon
and Madrid describe the situation in Por-
tugal as grave. The authorities suppress
the reports of the firing at Oporto. The
situation is described as being a convention
with foreign bondholders, as it is intended
that it reduces Portugal to a fifth-rate pow-
er. Two hundred naval and military offi-
cers have sent the King a vehement protest.
The officers advocate that the King should
govern without a parliament for ten years.

[DER OCEANIC SERVICE.]

THE SUGAR QUESTION.

BERLIN, May 6.
Chancellor Count Bismarck stated in the
Bundestag that the Government desired to
arrange the sugar question soon in accordance with
the Brussels Convention, in spite of the opposi-
tion of the Agrarians.

THE SHAH'S VISIT TO EUROPE.

The Shah of Persia arrived, on his way
to Europe, at the city of Astana on the
Russian frontier on the Caspian Sea. He
was received very ceremoniously by the
officers.

FATAL RAILWAY ACCIDENT.

The Ror in Munich Express was derailed
near Ditzingen (Province of Saxony). A
number of passengers were wounded, two
killed, one of whom was Mr. Friedel, Mem-
ber of the Prussian Diet.

Terrible Tragedy in India.

A Calcutta telegram dated 22nd ult.
says:—A horrible tragedy occurred at
Mishra, near Calcutta, on the 21st inst.,
when the Sub-Inspector of Nandigram
Thana was brutally murdered. It would
appear that having humiliated a mys-
terious stranger who had swindled the
villagers of their money, Rai Mohan Ghose
called upon the mob to disperse, threaten-
ing them with serious consequences if they
did not, but although he decided being in
league with the swindlers and promised to
get them back their money the mob dis-
believed him. They accordingly made a
pile of wood and seized him, placed him
on it and set fire to it. The unfortunate
victim of their wrath contrived
to roll off but he was thrown on
the burning pile again and held down on it
with long heavy wooden poles till he was
burned to death. The mob then looted
the swindler's dwelling and set fire to that
also. When at length they dispersed a
constable gathered Rai Mohan Ghose's
charged remains, and carried them to the
Sub-Deputy Magistrate of Tumkur, who
instantly communicated with superior
police authorities. It is reported that in
connection with this case nearly all the
male inhabitants of the village of Baitala
are under arrest; 117 persons have been
arrested.

**OPENING OF THE SIKH
DHARAMSALA.**

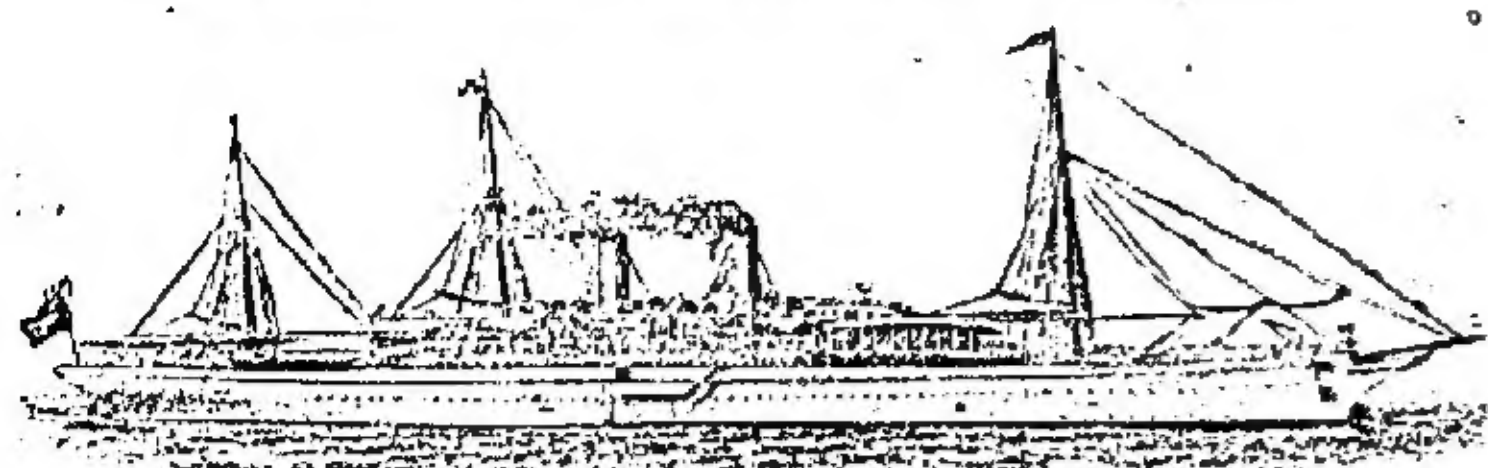
An unique spectacle was witnessed yes-
terday morning in Hongkong, when over
200 Sikhs assembled at the Central Police
Station, arrayed in their gayest native
attire, and marched in procession to the
Happy Valley to witness the ceremony
of opening the new Sikh and Hindu Tem-
ple, the "Siri Gura Singh Sabha, Hong-
kong," which is situated in the hollow be-
hind Morrison Hill and on the right-hand
side of the railway between the Royal
Naval Hospital and the Golf House. The
Sacred Book of the Hindus was a cried at
the head of the procession on the head
of Lala Shiva Das, the representative
of the Hindus on the Committee, and
accompanying the procession were the brass
and five bands of the Hongkong and
Singapore Battalion of the Royal Artillery.
The Hindus and Sikhs also had numerous
native instruments in the procession and
what with singing, clapping of hands, beat-
ing of tom-toms, and the music of the bands
the procession created quite a sensation as
it marched along.

On arrival at the Dharamsala, the Sacred
Book was with due ceremony deposited
in the place of Worship, after which a
religious service was conducted by the
Police Priest, a Sikh and Hindu com-
munity of about 700, but that though the
R. A. the Police and the merchants had
each a copy of the Sacred Book at their
respective places there had hitherto been
no centre where they could jointly offer
their prayers and engage in the service.
The provision of such a place had been
thought of for the last twenty years, but
the heavy cost had always stood in the way
of its accomplishment. The coming of the
China Field Force brought an opportunity,
however, their wishes to have a centre
The Sikhs in the Colony were asked to sub-
scribe and every soldier, policeman, and
watchman in the Colony gave one month's
pay and the merchants one month's income.
(This, however.) The China Field Force as-
sisted them very ably and other generous
sent in their portions. For their success in
securing a site from the Government thanks
were due to His Excellency the General
Officer Commanding, C. Plainfield, R.A.,
Mr. May of the Sikh and Hindu com-
munity, the P.W.D. The subscriptions were
sent to Sikhs and Hindus. They had been
able to effect their purpose, though they
had no doubt that had they applied to
others that appeal would not have been
made in vain. Among the subscriptions
worth noting were \$2,500 from the H. K.
Police, \$2,250 from Nos. 1 and 2 Com-
panies, H. K. B. R. Co., \$1,400 from the
China Field Force, \$2,250 from the
Gaul, and \$284 from the Shanghai Municipal
Police. The total sum amounted to
about \$10,500. After expressing the hope
that the Public Works Department would
grant permission for the erection of
the proposed small crematorium, Sub-
adar Teja Singh went on to say that Mr.
Harker had kindly assisted them in
getting the temple ready under circum-
stances of considerable difficulty and had
done so in a manner reflecting the greatest
credit upon him. He had now very great
pleasures in asking Mr. Harker to accept, for
Mrs. Harker, a ring as a token of their
appreciation of his services, and he wished
him and his wife long life and prosperity.
(Applause.)

Mr. Brotherton Harker, in acknowledging
the gift—a handsome gold ring set with
diamonds—thanked the donors very heartily
for their kindness. That gift was a
token of their appreciation of his endeav-
ours to construct their temple to the last
of his ability. The circumstances attend-
ing its construction had rendered his task
rather difficult, but he was pleased to think
that his work had given them satisfaction.
(Applause.)

The company was then photographed.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Callings: SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF JAPAN...Comdr. H. PYBUS, R.N.R. ...WEDNESDAY, May 14.
R.M.S. ATHENIAN...Comdr. H. MOWAT...WEDNESDAY, May 21.
R.M.S. EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R. ...WEDNESDAY, June 4.
R.M.S. TARTAR...Comdr. E. BRETHAM, R.N.R. ...WEDNESDAY, June 21.
R.M.S. EMPRESS OF INDIA...Comdr. O.P. MARSHALL, R.N.R. ...WEDNESDAY, June 20.

THE magnificent TWIN-SCREW STEAMSHIPS of the Line pass through the famous
INLAND SEA OF JAPAN, and only make the voyage YOKOHAMA TO
VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the
Trans-Pacific journey, and make connections at Vancouver with the
PACIFIC COAST TRAINS of the CANADIAN PACIFIC RAILWAY, which leave
VANCOUVER, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connections are made at Montreal,
Quebec, New York and Boston with all the Atlantic Lines, of which
passengers to Great Britain and the Continent are given choice of.
Passengers booked through to all principal ports and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL
STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS
TRANS-CONTINENTAL TRAINS (the Company having received the highest award
for some recent Chicago World's Exhibition) and the diversity of MAGNIFICENT
MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
operated by the Company, and their appointments and cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been
placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as
additional sailings.
In addition to the excellent First Japan Passenger accommodation, the
"ATHENIAN" has also added the superior accommodation unequalled on the Pacific,
and also the "TARTAR" has a First Class and Storage Passengers only.
The run is usually made between YOKOHAMA and VANCOUVER in 14 days.
For further information, Maps, Guides, Booklets, Rates of Freight and Passage,
apply to
D. E. BROWN, General Agent,
P. O. Box 112,
Hongkong, April 11, 1902.

HAMBURG-AMERIKA LINIE
NORDDEUTSCHER LLOYD.
OZTASATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at Hongkong, Shanghai, Amoy, Swatow, Rotterdam, Copenhagen,
Lyden, Genoa, London, Liverpool, Glasgow, Trieste, Genoa, Porto in the
LEVANT; Black Sea and Baltic Ports; (Northern and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Siam...Capt. Jander...2nd May, 1902...Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Siam...Capt. Jander...4th June, 1902...Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Siam...Capt. Jander...18th June, 1902...Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Siam...Capt. Jander...1st July, 1902...Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Siam...Capt. Jander...15th July, 1902...Freight.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

Queen's Buildings, No. 1.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOBI, KOBE & YOKOHAMA, FOR
PORTLAND, OREGON,
OREGON RAILROAD & NAVIGATION CO.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to
PORTLAND AND ASIATIC STEAMSHIP COMPANY.
Hongkong, 15th May, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Tons.	Captain.	Hongkong.
INDRAPURA	4,898	A. E. Hollingsworth	May 21, 1902
INDRASAMBA	—	Alfred Horsfall	June 14, 1902

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in
the United States, Canada and Europe, in connection with the Great Northern Rail-
way and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, Etc., apply at the Com-
pany's local Branch Office at Prince's Building, 1st Floor, Canton Road.

A. S. Mihara, Manager.

Hongkong, May 12, 1902.

Shipping.

OCEAN STEAMSHIP COMPANY

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	POLYMERUS	14th May.
GLASGOW AND LIVERPOOL	PALESTINE	21st May.
GLASGOW AND LIVERPOOL	STRETO	28th May.
GLASGOW AND LIVERPOOL	ALICIOUS	4th June.

Hongkong, May 8, 1902.
2432
Butterfield & Swire.
Agents, O. S. S. Co.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO	DATE
WEI HAI-WEI AND TIENTSIN	KWEIYANG	TO TIENTSIN	19th May.
SHANGHAI	WUHSUNG	TO SHANGHAI	19th May.
PORT DARWIN, THURSDAY	LAND COOKTOWN, CAIRNS,	TO TIENTSIN	20th May.
TOWNSVILLE, BRISBANE,	SYDNEY AND MELBOURNE		
AMOI, SAMARANG & STAYA	SHANTUNG	TO SHANTUNG	20th May.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. A duly qualified
Surgeon is carried.
Taking Cargo and Passengers at through rates for New Zealand Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
HONGKONG, May 12, 1902.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR HAMBURG, PANAMA, COLOMBO, ALEX. SUEZ, PORT SAID,
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
POINTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.
SAILINGS WILL BE AT SOUTHEASTON AND GIBRALTAR TO LAND
PASSENGERS AND CARGO.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
PRINZESS IRENE	WEDNESDAY, 14th May.
PRINZ REGENT LUTPOLD	WEDNESDAY, 28th May.
PREUSSEN	THURSDAY, 12th June.
HAMBURG	THURSDAY, 26th June.
PRINZ HEINRICH	THURSDAY, 10th July.
SACHSEN	THURSDAY, 24th July.
K. AUFSEHOU	THURSDAY, 7th August.
BAVARIEN	THURSDAY, 21st August.
KONIG ALBERT	THURSDAY, 4th Sept.
PRINZESS IRENE	THURSDAY, 18th Sept.

* Steamers of the Hamburg-Amerika Linie.
ON WEDNESDAY, the 14th day of May, 1902, at Noon, the Steamship
PRINZESS IRENE of the Norddeutscher Lloyd, Capt. DUNSTON with MALES,
PASSENGERS, SPECIES, and CARGO, will leave this Port as above, calling at
NAPLES and GENOA.
Shipping Orders will be granted till Noon, on Monday, the 12th May, Cargo
and Specie will be received on Board until 5 p.m. on Tuesday, the 13th May, and
Parcels will be received at the Agency's Office until Noon on Tuesday, the 13th May.
Contents of Packages are required. No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

Norddeutscher Lloyd.

Melchers & Co., Agents.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.
FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamer.	Tons.	Captain.	Proposed Sailing.
Victoria	3502	J. Panton	May 24, 1902
Tacoma	2881	A. Dixon	May 31, 1902
Olympic	2837	J. Truebridge	June 28, 1902
Glorious	3760	G. E. Warner	July 12, 1902

THE attention of passengers is directed to the very cheap rates offered by this Lin-
to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the
UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £22.
Excellent accommodation. First class Table, Doctor and Stewardesses carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL
LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two long
continental trains daily from Tacoma. Direct Car is attached to trans-continental train
daily and night; Tacoma to New York in 4 days. Magnificent scenery of the Rocky
and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £25.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria,
Tacoma to Dyke and St. Michael.

Rates of Passage to other Ports on application.
Special rates offered to members of Government Service.
For further information as to Passage or Freight, apply to
Dodwell & Co., Limited, General Agents.
Hongkong, May 10, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMER	LEAVING
ANPING, VIA SWATOW	MAIDZUKU MARU	WEDNESDAY, 14th May.
AND AMOI.	T. SAITO	May.
TAMU, VIA SWATOW	D. J. MARU	FRIDAY, 18th May.
AND AMOI.	T. KIKUCHI	May.
FOOCHOW, VIA SWATOW	ANPING MARU	WEDNESDAY, 21st May.
AND AMOI.	K. FUJIKI	May.

The Co.'s new Steamers are specially designed for the coast trade of South
China and Formosa, and are fitted with 3 1/2 inch up smokestacks. Excellent accom-
modation is provided for 1st class passengers, and a duly qualified Doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection
by the Government Marine Surveyors, and are registered in the best class at Lloyd's
Steamers will call alongside the Co.'s Pontoon at the Customs' water-front premises
at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.
For Freight, Passage and further information apply to
The MITSUI BUSSAN KAISEI.
AGENTS.
Hongkong, May 12, 1902.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undersigned PORTS on the DATE,

FOR	STEAMSHIP	CAPTAIN	DATE
SHANGHAI	Tientsin	W. W. COOKE, R.N.R.	About 14th May.
LONDON VIA	MARSEILLES	C. G. TALBOT, R.N.R.	Neon, 15th May.
YMA VIA SHAI	MOBT AND KOBE	B. H. SNOW	About 17th May.
SHANGHAI	CHINA	C. I. DANIEL	About 23rd May.
LONDON, &c.	Railroad	R. A. PETERS	Noon, 24th May.

* See Special Advertisement.
† For Freight only.
For Freight or Passage, and further Particulars, apply to
P. O. S. N. Co.'s Office,
Hongkong, May 10, 1902.

THE CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

PROPOSED SAILINGS FROM HONGKONG.

FOR	STEAMERS	TO	DATE
MARSEILLES & LONDON	HYSON	TO MARSEILLES	About 13th May.
LONDON	KAISOW	TO LONDON	About 15th May.
LONDON	MOYUNE	TO LONDON	About 31st May.

For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, May 3, 1902.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
QUEENSLAND,
Capt. Gray, will be despatched for the
above port on or about the 20th May, at
5 p.m.
For Freight apply to
SHEWAN TOMES & CO.,
Agents,
Hongkong, May 12, 1902.

FOR NAGASAKI & WLAJWOSTOCK.

THE Steamship
KOWLOON,
Capt. Smith, will be despatched for the
above ports on SATURDAY, the 17th
Inst., at Noon.
This Steamer has superior accommodation
for First and Second Class Passengers.
For Freight apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, May 9, 1902.

NOTICE.

MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX;
PORTS OF BRAZIL & RIVER
PLATE.

ON MONDAY, the 19th May, at 1 p.m.,
the Company's Steamship TONKIN
Capt. General with MALES, PASSEN-
GERS, SPECIES, and CARGO, will leave
this Port for MARSEILLES VIA BOMBAY.
This Steamer connects at COLOMBO
with the S. S. 17th de la Canal which
vessel take on for Passengers and Mails
leaving that port on the 31st May, direct
to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal Places of Europe.
Shipping Orders will be granted till
Noon. Cargo will be received on board
until 4 p.m. Specie and Parcels until 2
p.m. on the 18th May, 1902. (Parcels are
not to be sent on board; they must be left
at the Agency's Office).
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, May 8, 1902.

UNITED STATES & CHINA
JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE
FROM JAPAN, CHINA, HONGKONG
AND SINGAPORE TO
NEW YORK VIA SUEZ CANAL.
THE following steamers will be despatched
at monthly intervals:
S.S. ITHRA...June.
S.S. INDRAMAYU...July.
S.S. INDRAM...August.
A NEW STEAMER...September.
For Freight and further information,
apply to
JARDINE, MATHESON & Co.,
Agents, "Lion" Ltd., Ltd.
Hongkong, May 2, 1902.

AUSTRIAN LLOYD'S
NAVIGATION COMPANY.

STEAM FOR
YOKOHAMA AND KOBE.
THE Company's Steamship
CAPTAIN CALABRESE, will leave for the above
places on SATURDAY, the 17th Instant,
at Noon.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, May 9, 1902.

AUSTRIAN LLOYD'S
NAVIGATION COMPANY.

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YOKOHAMA AND KOBE.
THE Company's Steamship
CAPTAIN CALABRESE, will leave for the above
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at Noon.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, May 9, 1902.

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Hongkong, May 9, 1902.

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Hongkong, May 9, 1902.

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Hongkong, May 9, 1902.

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Hongkong, May 9, 1902.

AUSTRIAN LLOYD'S
NAVIGATION COMPANY.

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YOKOHAMA AND KOBE.
THE Company's Steamship
CAPTAIN CALABRESE, will leave for the above
places on SATURDAY, the 17th Instant,
at Noon.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, May 9, 1902.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship
CAPTAIN ROSS, will be despatched for
the above Port on WEDNESDAY, the 14th
Inst., at 10 a.m.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, May 12, 1902.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI,
HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
PREUSSEN,
of the Norddeutscher Lloyd, Capt. E.
Peters, due here with the outward German
Mail about THURSDAY A.M., will leave
for the above places about 24 hours after
arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, May 10, 1902.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
LAISANG,
Capt. PAVY, will be despatched as
above on FRIDAY, the 16th Inst., at
2 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, May 10, 1902.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANIAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL AND AMERICAN
PORTS.

THE Steamship BALLARAT, Capt. R.
A. PETERS, carrying His Ma-
jesty's Mails, will be despatched from
this Port on SATURDAY, the
24th May, at Noon, taking Passengers
and Cargo for the above Ports.
Sift and Yachets, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed via Bombay, with Tranship-
ment.

Parcels will be received at this Office
until 4 p.m. the day before sailing.
The contents and value of all packages are
required.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. O. S. N. Co.'s Office,
Hongkong, May 10, 1902.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queens-
land Ports, and taking through
Cargo to ADELPHI, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
GUTHRIE,
Capt. DANIEL, will be despatched for
the above Ports on THURSDAY, the
25th May, at Noon.
This well-known Steamer is especially
fitted for Passengers, and has a Refre-
shing Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly-qualified Sur-
geon are carried.
N.B.—Return Tickets issued by this
Company to and from Australia are avail-
able for return by the Steamers of the
CRUISE EXCURSION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, May 10, 1902.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
FROM MIDDLESBRO, LONDON
AND STRAITS.

THE S. S. Mermaid, Capt. BUCH,
having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed at their
risk into the Godowns of the HONGKONG
AND KOWLOON WHARF AND GUNWAY COM-
PANY, Limited, at

Vessels Advertised as Loading.

... ..

[illegible]

MARINE INSURANCE.		702
Insurance Office Co., Ltd.	10,000	\$ 20
Traders' Insurance Co., Ltd.	24,000	\$ 83.33
China Insurance Co., Ltd.	5,000	£ 100
Insurance Co., Ltd.	30,000	\$ 10
Insurance Society, Ltd.	10,000	\$ 25
Insurance Association, Ltd.	8,000	\$ 10
FIRE INSURANCE.		

ong Fire Insurance Co., Ltd.	8,000	£	260
and Co., Ltd.	50,000	£	1,750
& Whampoa Dock Co., Ltd.	50,000	£	1,750
arnick & Co., Limited.	6,000	£	210
ymphony Dock Co., Ltd.	8,000	£	260
nternational, Royal & Co., Ltd.	55,000	Tls.	1000
(FRANCIS, TONG, ETC.)			
and Manila S. S. Co., Ltd.	10,000	£	350
Steamship Co., Limited.	20,000	£	700
M. & Steamship Co., Ltd.	40,000	£	1350
ina S. N. Company, Limited	60,000	£	2100
S. N. C.	20,000	£	700
Debt (new issue)			
ry Company, Ltd.	10,000	£	350
	10,000	£	350
Trading & Trading Co., Ltd.	2,000	£	70
Tug Boat Co., Ltd.	9,000	Tls.	100
and Lighter Co., Ltd.	8,000	Tls.	100
Cargo Boat Co., Ltd.	8,000	Tls.	100
Drive Cargo Boat Co., Ltd.	8,000	Tls.	100
DEFENDERS.			
ugar Company, Limited.	20,000	£	100
ugar Company, Limited.	7,000	£	100
Sugar Cultivation Co., Ltd.	7,000	Tls.	60
Kow, Wharf & Grain Co.	30,000	£	100
and Hongkong Wharf Co.	20,100	Tls.	100

Land Investment and	50,000	\$	100
Company, Ltd.			
Land Investment Co., Ltd.	39,000	Fls.	60
Land and Building Com-	6,000	\$	70
pany, Ltd.			
Wei Land & Building Co., Ltd.	3,764	Fls.	25
Yee Yee Estate & Finance Co.,	100,000	Fls.	10
Yee Yee Building Co., Limited.	12,500	\$	50
TEANWAYS			
High-Level Tramways Co., Ltd.	1,250	\$	10
MINEING.			
Minning & Trading Co., Ltd.	60,000	\$	60
Yong Mining Co., Ltd.	30,000	\$	10
Prospector, Bureau	20,000	\$	20
Francisco des Charbon			
de Tonkin.	16,000	Fr.	25
Yong Min, Limited.	400,000	20 cent	
Yong Gold Mining Co., Ltd.	200,000	\$	1
Yong	4,000	\$	5
Freelord Mines, Ltd.	25,000	\$	5
HOTEL, ETC.			
Hotel Company, Ltd.	12,000	\$	50
Hotel, Manila.	7,000	\$	50
Hotel, Manila.	4,000	Fls.	10
Hotel Co., Ltd. (Siam)	4,500	\$	10

Allen & Co., Limited	60,000	\$	10
Limited	10,000	\$	10
LOBBING.			
China Gas Co., Limited	7,000	£	10
China Gas Co., Limited	8,000	Tls.	50
China Gas Co., Limited	30,000	£	10
China Gas Co., Limited	30,000	£	50
LUMBER AND CEMENT.			
British Cement Co., Ltd.	50,000	\$	10
MISCELLANEOUS.			
Investment Co., Ltd.	5,000	£	50
North Eastern Agency,	8,000	£	12 1/2
North Eastern Agency,	10,000 only	£	10
North Eastern Agency,	10,000	£	50
North Eastern Agency,	6,000	£	10
North Eastern Agency,	10,000	£	50
North Eastern Agency,	10,000	£	70
North Eastern Agency,	10,000	£	20
North Eastern Agency,	7,000	£	20
North Eastern Agency,	20,000	£	50
North Eastern Agency,	10,000	£	50
North Eastern Agency,	10,000	£	10
North Eastern Agency,	17,500	Tls.	10
North Eastern Agency,	10,000	Tls.	10
North Eastern Agency,	8,000	Tls.	10
North Eastern Agency,	2,000	Tls.	50
North Eastern Agency,	50,000	£	20
North Eastern Agency,	7,500	£	20
North Eastern Agency,	20,000	£	20
North Eastern Agency,	3,000	£	50
North Eastern Agency,	1,500	£	10
North Eastern Agency,	12,000	£	10
ROAD COMPANIES.			
Taiwan Trust Co., Ltd.	20,000	£	50
Taiwan Trust Co., Ltd.	20,000	£	50

CASH.	Amount.	Value.	Inter.
Imperial 1886 £	Tls. 767,200	Tls. 250 7	% p. a.

VERNON and

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